

## Countryman, Ryan

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**From:** Tom McCormick <tommccormick@mac.com>  
**Sent:** Friday, October 27, 2017 8:09 AM  
**To:** Countryman, Ryan  
**Cc:** MacCready, Paul; Dobesh, Michael; Rowe, Tom; McCormick, Douglas; McCrary, Mike; Mock, Barb; Gretchen Brunner; Mike Swenson, PE, PTOE; Debbie Tarry; Kendra Dedinsky; Deputy Mayor Shari Winstead; Keith Scully; Doris McConnell; Will Hall; Mayor Chris Roberts; Jesse Salomon; Keith McGlashan; Bill Willard; John John; Tom Mailhot; Jerry Patterson; Tom McCormick; Phil Thompson  
**Subject:** County and BSRE discussions re a Point Wells trip limit  
**Attachments:** 9-13-17email withMonitoring Agreement DRAFT.pdf

Ryan,

To avoid having to deal with internal capture and other problems with trip generation projections for the Point Wells project, the County is considering some sort of trip limit for the Point Wells project, and a traffic monitoring program. A trip limit was discussed at meetings on July 31 and Sept. 13, 2017 attended by County officials and the BSRE team. See also Mike Swenson's Sept. 13, 2017 email to the County (attached), and the draft Traffic Monitoring Program Framework (attached). As you know, Mr. Swenson is a transportation consultant for the County heavily involved with transportation issues pertaining to Point Wells.

The Sept. 13, 2017 email mentions, the 2013 memorandum of understanding (MOU) that exists between BSRE and the City of Shoreline, saying, wrongly: "This MOU establishes a daily trip cap. ... BSRE has identified a trip cap with the City."

The MOU does not contain an 11,587 ADT trip cap as everyone seems to assume. The operative trip cap is the 4,000 ADT limit for Richmond Beach Drive. Another sort of trip cap is the spare capacity of Richmond Beach Road after it becomes three lanes next year (spare capacity of 1,000 - 5,500 ADTs depending on where measured).

What the MOU says: The City of Shoreline entered into an agreement with the BSRE in 2013, the MOU, which established "the terms and methodology by which the transportation impacts of a development at Point Wells would be analyzed, mitigated and eventually incorporated into Snohomish County's environmental analysis for BSRE's development applications." The 2013 MOU states that:

"The parties agree, for the purposes of this study, that net new trips on [Richmond Beach Drive] generated from the proposed development at Point Wells shall be assumed not to exceed 11,587 average daily trips ("ADT") at the Project access point into Shoreline. This assumption will serve as the basis for the Corridor Study."

That's not a trip cap, it's an assumption for a traffic study. And where did 11,587 come from? In a March 19, 2014 email from Kirk McKinley to Eric Bratton, he recalls the history:

"The 11,587 daily trip cap came from an analysis that the city undertook in 2009 in response to the Point Wells traffic analysis for the SEIS. The city analysis projected different peak hour volumes to test how they affected intersections within the Richmond Beach corridor. At 950 peak hour vehicles the intersection of 8th Ave NW exceeded the City's level of service policy (LOS F). The developer's consultant then extrapolated the peak hour volume into a 24 hour total volume (ADT). The peak hour is approximately 8% of the ADT."

Much has changed since then. BSRE's own projection is that with a three-lane Richmond Beach Road, that intersection (8th Ave NW) would experience delays far exceeding the failing level back then. And the projected

traffic would far exceed the City's LOS standards, both its current LOS D standard and its 0.90 V/C standard, not to mention the 4,000 ADT limit. See the excerpts from my Op-Ed below.

BSRE apparently believes that the City of Shoreline will agree to a trip limit (11,587 ADTs?).

*Not so fast.*

**First**, as discussed above, the MOU does not establish a trip limit. The City has never agreed to a trip limit of 11,587 average daily trips, nor could it have. The City could not have agreed to a limit greater than 4,000 average daily trips, because doing so would have violated the terms of the City's Point Wells Subarea Plan which in 2013 provided a trip limit of 4,000 average daily trips for Richmond Beach Drive. And no one but the City Council can agree to a trip limit greater than 4,000 average daily trips. As recently stated by the City in its Resolution 377 (Sept. 21, 2015):

"Until such time as the policy PW-12 of the Point Wells Subarea Plan is repealed or amended by the City Council, the City shall not take any action or enter into any agreement, arrangement, or understanding that is inconsistent with the 4,000 vehicle trips per day limit set out in PW-12."

**Second**, In my view, there is little chance that the City Council would agree to a trip limit anywhere near 11,587. With Richmond Beach Road becoming three lanes next year, it has little spare capacity. For instance, just west of 8th Ave NW, the spare capacity will be about 4,000 - 5,500 average daily trips. Farther east the spare capacity is even less. So if the County is thinking about a trip limit, it should focus at most on a limit of 4,000 average daily trips, the limit for Richmond Beach Drive. It would be wrong to consider a limit any higher than 4,000 ADTs.

Contrary to what Mr. Huff might be leading you to believe, it is unlikely that Shoreline's City Council would ever agree to a trip limit that would allow Point Wells traffic to exceed the spare capacity of the City's roads.

For more information about the City's trip limits and BSRE's so-called mitigations, see the below excerpt from an Op-Ed that I recently wrote.

Thank you.

Tom McCormick

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**Excerpt from a recent Op-Ed I wrote:**

"The Point Wells project in Snohomish County is expected to generate 11,000 or more average daily trips traveling on City of Shoreline roads.

(The City's 2013 agreement with the developer (BSRE) assumes for study purposes that the Point Wells project will generate up to 11,587 average daily trips.)

The only road to Point Wells is Richmond Beach Drive, a two-lane road with just 500 average daily trips today. Richmond Beach Road would be used too; its current traffic volume would double to nearly 22,000 average daily trips.

The City and BSRE are on a collision course. Projected Point Wells traffic will exceed three City-adopted limits and contribute to traffic congestion throughout Shoreline:

City Limit 1: Traffic on Richmond Beach Drive is not to exceed 4,000 average daily trips (see the Point Wells Subarea Plan). NOTE: In 2011, BSRE filed a petition with the Growth Management Hearings Board challenging the City's 4,000 average daily trip limit. The City and BSRE have mutually agreed on 27 separate occasions to extend

(delay) the proceedings, apparently hoping that they can reach a settlement — BSRE would probably want a trip limit near 11,000 average daily trips.

City Limit 2: Traffic volume on arterials like Richmond Beach Road is not to exceed 90% of the road’s maximum capacity (this 0.90 V/C standard is in the City’s development code). NOTE: After Richmond Beach Road becomes three lanes next year, it will have a spare capacity at the top of the hill (west of 8th Ave NW) of about 4,000 - 5,500 average daily trips. More traffic than this would exceed the City’s 0.90 V/C standard. The spare capacity east of 8th Ave NW will be even less — perhaps 1,000 or so average daily trips. In contrast, the Point Wells project is expected to generate 11,000 or more average daily trips.

City Limit 3: Wait times at intersections with stoplights are not to exceed 55 seconds under the level of service “D” standard in the City’s development code. NOTE: After Richmond Beach Road becomes three lanes, one’s average wait time for eastbound morning traffic at the stoplight at the top of the hill (8th Ave NW) would jump to 187 seconds with Point Wells — a delay of more than three minutes! (Source: August 2016 Traffic Analysis done for BSRE, page 35)

How does BSRE propose that things be fixed (mitigated) so that it can shoehorn 11,000 or more average daily trips onto City roads without violating the City’s traffic limits? On page 88 of the Traffic Analysis, under the heading, ”Richmond Beach Road Rechannelization Impacts and Mitigation”, it proposes fixing some intersections, and getting the City to do the following three things (the Traffic Analysis does not address Richmond Beach Drive’s 4,000 average daily trip limit):

BSRE Mitigation 1: Allow traffic volumes to exceed 90% of maximum capacity. COMMENT: Mitigation typically involves improving one’s roads to increase capacity or, for example, downsizing a proposed development to decrease the amount of traffic that is generated. In contrast, BSRE’s idea is to convince the City Council to revise its rules to let traffic volumes exceed 90% of maximum capacity — that’s not mitigation, that’s congestion.

BSRE Mitigation 2: Undo the rechanelization of the segment of Richmond Beach Road west of 8th Ave NW, reverting back to four lanes. COMMENT: If, with current traffic volumes, the City Council deemed it wise to convert Richmond Beach Road from four lanes to three lanes for safety reasons, then one would expect that it would refuse to go back to four lanes when traffic doubles due to Point Wells. Reverting to four lanes would make Richmond Beach Road far more accident prone and less safe than before.

BSRE Mitigation 3: Widen to five lanes the segment of Richmond Beach Road between 3rd Ave NW and 8th Ave NW. COMMENT: It is not possible to build five lanes within the City’s 60-foot right-of-way, with sidewalks, bike lanes, and amenity zones. If the City keeps its promise not to condemn private property to widen Richmond Beach Road, then a five-lane road is not viable unless BSRE could acquire sufficient property or easements all along Richmond Beach Road to widen it.

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# Traffic Monitoring Program Framework

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## Monitoring Study

The framework for conducting the monitoring program will include:

- **Timing:** Traffic monitoring will be conducted once per year. Monitoring will be conducted in either the Spring or Fall when schools are in full session.
- **Scope of Monitoring:** The scope of the traffic monitoring will be coordinated between Snohomish County Public Works and the City of Shoreline prior to data collection. A minimum data collection will include weekday PM peak hour traffic counts at the access point(s) to the Point Wells development. Permanent traffic counters or other similar devices could be installed to capture these traffic data.
- **Report:** A report summarizing the findings of the traffic monitoring will be provided to Snohomish County and the City of Shoreline no later than December 31st. The report will include:
  - Attachment or appendix with the raw traffic counts
  - Summary of existing and 3-year projection of land use development type, unit count, and/or square-footage of development
  - Summary of existing and 3-year projection of trip generation from the development. Trip generation will be provided year-by-year for the 3-year period. If applicable, trip rates will be established based on a comparison to the existing development.
  - Review of the transportation mitigation measures and triggers identified through the conditions of approval and summary of improvements that need to be constructed within the next 3-years based on the projected 3-year weekday PM peak hour trip generation.

Snohomish County and the City of Shoreline will review the traffic monitoring study and agree that they concur with the results and improvements identified for construction.

## Transportation Projects to be Monitored



**From:** Mike Swenson mike.swenson@transpogroup.com  
**Subject:** Point Wells Monitoring Agreement (DRAFT)  
**Date:** September 13, 2017 at 7:31 AM

MS

**To:** McCrary, Mike  
/o=ExchangeLabs/ou=Exchange Administrative Group /cn=Recipients/cn=3938989144e2487099a35e658905a3b7-McCrary, Mi>, Rowe, Tom  
/o=ExchangeLabs/ou=Exchange Administrative Group /cn=Recipients/cn=96a475cbc29a41afb09c0e3c242d8952-Rowe, Tom>, McCormick, Douglas  
/o=ExchangeLabs/ou=Exchange Administrative Group /cn=Recipients/cn=fa722fbcbb0a4decbbfa0ef8a98b4605-McCormick, >, Dobesh, Michael  
/o=ExchangeLabs/ou=Exchange Administrative Group /cn=Recipients/cn=0bbfc652a0a141c28e9909279466dcb0-Dobesh, Mik>  
**Cc:** Brunner, Gretchen gbrunner@eaest.com

As discussed the other day, I have attached a framework for a monitoring study that could be considered. This is consistent with programs that have been implemented for Redmond Ridge, The Villages (Black Diamond), and Tehaleh. Let me know if this is something you want me to speak to.

I also went back through some of the information and discussed briefly with Gretchen. She reminded me of the MOU that exists between BSRE and the City of Shoreline. This MOU establishes a daily trip cap. Because the County considers peak hour volumes, ultimately the CAP may also need to be established for the AM and PM peak hours. Given that BSRE has identified a trip cap with the City, any decrease in internal capture rates for the project, will impact the development potential. While it would be helpful to understand any additional mitigation measures if they don't hit the internal capture targets, the existing MOU with the City may limit the risk for the County.

I will be available prior to the meeting (12:00 – 2:00) if you would like to discuss prior. If not, I will take the lead from you guys during the meeting and support where needed.

Kirk from DEA called me yesterday, but I was out of the office all day. I am in meetings this morning and not planning to return his call unless you guys would like me to prior to the meeting. Please advise.

Thanks,

**Mike Swenson** , PE, PTOE | Principal

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t 425-821-3665 | d 425-896-5208 | c 206-909-5785



-----Original Appointment-----

**From:** McCrary, Mike [mailto:M.McCrary@co.snohomish.wa.us]

**Sent:** Thursday, September 7, 2017 8:23 AM

**To:** McCrary, Mike; Rowe, Tom; Mike Swenson; McCormick, Douglas; Dobesh, Michael; Steve Ohlenkamp; Douglas A. Luetjen; Kirk Harris; Gary Huff

**Subject:** Point Wells

**When:** Wednesday, September 13, 2017 3:00 PM-4:00 PM (UTC-08:00) Pacific Time (US & Canada).

**Where:** Barb Mock's office - PDS, 2nd floor

Please check in at the reception desk on the 2<sup>nd</sup> floor of the Drewel Building.

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